...LWAYS AND STEAMBOATS.

...on R'y & Navigation Co.

...for the East leaves Ash street ...k daily at 1:30 P. M. Arrives ...from the East at 12 noon.

...Elegant Sleeping Cars ...to St. Paul, Council Bluffs and ...Denison.

...TLAND AND SAN FRANCISCO.

...Leave San Francisco ... at 10 A. M. ...Columbia, Monday at 2 ...to Gate, Saturday, ... Columbia, Thursday, ... State, Sunday, ... Oregon, Friday, ... Columbia, Wednesday, ...

...pany reserves the right to change steamers ...

...ORTLAND AND ASTORIA.

...ASH STREET DOCK, PORTLAND, DAILY ...Sunday 6 A. M.

...From Portland Monday, Wednesday and ...From Astoria Tuesday, Thursday and Sat...

...Leave Portland Tuesday, Thursday and ...From Astoria Monday, Wednesday and ...

...DDLE COLUMBIA RIVER.

...OR PORTLAND 7 A. M. DAILY (except Sunday) ...

...ston, at 7 A. M. Monday, Wednesday and ...

...dena and Corvallis, at 6 A.M. Monday and ...

...rains, in connect with Puget Sound ...orts, etc., leaves Portland every day at ...

...EAT OVERLAND ROUTE.

...thern Pacific Railroad.

...test Line to Chicago & the East.

...ver Line to Council Bluffs, St. Joseph, ...95, Leavenworth, Kansas City, Atchison, ...s, Quincy, St. Louis, Indianapolis, ...ncinnati, New Orleans, and all points south and southeast.

VIA

...T. PAUL and MINNEAPOLIS.

...NORTHERN PACIFIC R.R.

Is the ONLY Line Running

...assenger Trains,

...ullman Palace Sleeping Cars,

...ulace Dining Cars (meals 75c),

...xcursant Day Coaches,

...migrant Sleepers (free of charge),

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...Northern Pacific R. R. and avoid ...change of cars,

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...Portland at 7:30 P. M. daily; arrive at Min... St. Paul 12:20 P. M., fourth day.

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...eaves Front and G daily 9:25 A. M.; arrive... ...ma 6.05 P. M., connecting with Co's boat... ...on Puget Sound.

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...EEN PORTLAND AND ASHLAND.

Mail Train.

...LEAVE. ARRIVE.

...7:30 A. M. Ashland ... 4:10 P. M.

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Albany Express Train.

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...6:00 P. M. Lebanon ... 10:50 A. M.

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...Palace Sleeping Car leaves Portland on ...Thursdays. Returning, leaves Ashland Tues... ...Fridays.

...S. K. Ferry makes connection with all ...ains on the East Side Div. from foot of F St.

West Side Division.

...EEN PORTLAND AND CORVALLIS.

Mail Train.

...LEAVE. ARRIVE.

...9:00 A. M. Corvallis ... 4:30 P. M.

...8:30 A. M. Portland ... 3:45 P. M.

Express Train.

...LEAVE. ARRIVE.

...6:00 P. M. McMinnville ... 10:40 A. M.

...9:45 A. M. Portland ... 6:30 P. M.

...-town office, cor Start and Second streets ...r particular points in California can only ...t baggage checked at company's office, ...er F and Front Sts., Portland. Tickets ...will not be received for shipment after ...M. nor either the Ist or 15th of the Month ...EHLER, E. P. ROGERS,

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# The Oregonian.

WEDNESDAY MORNING, MAY 6, 1885


## LONG AND SHORT HAULS.

By instructing the receiver of the Oregon and California railway company to charge no more for a short haul than a long one in the same direction, except where the rate obtainable is affected by water competition, Judge Deady recognizes the reasonableness of the prohibition against such discrimination as a general proposition, and, at the same time, in the exceptions which he authorizes to be made, he shows very clearly the impracticability of the law which imposes rigid rules upon transportation companies. It is admitted that all persons should be treated alike under like circumstances, but he shows that one rule will not apply to competitive and non-competitive points. Even discrimination, unlawful as it is as a general principle, is a matter in which no rigid line can be drawn. At competitive points concessions have to be made which could not be endured where the coercion of circumstances does not exist, in order to secure any traffic at those points. In Massachusetts there is a "short-haul law" which provides simply that the Boston and Albany railroad, for example, shall not charge for transportation of the same class and quantity of freight from Albany to Springfield or Worcester a greater sum than it charges for transportation from Albany to Boston; and that the charge from Chicago to Worcester shall not be more than for a like shipment from Chicago to Boston. Or to take two connecting roads in Massachusetts, it does not mean that the Boston and Albany may not charge for a carload from Boston to Framingham a greater sum than its share of a joint rate from Boston to Fitchburg via Framingham and the Old Colony road. So far as the law is concerned it may charge as much from Boston to Framingham as the joint rate from Boston to Fitchburg.

The effect of the Massachusetts law has been that a carload of grain or other merchandise from the west is delivered at points on the through lines in the interior of the state at Boston rates. And while the law has operated as no hardship upon the railroads it has proved to be no unimportant factor in the prosperity of interior towns by placing them under no disadvantage as compared with larger terminal points. It has unquestionably promoted the success of manufacturing industries and the growth of villages, from which the railroads derive an increasing local traffic. In short, it has proved to be mutually beneficial to the railroads and to the state. The railroad commission of New York in their last report, laid it down as a general principle that railroads should not charge more between a terminal point and an intermediate point, than from the same terminal point to a more distant intermediate point. Charging more for a shorter than for a longer distance, from the same point on the same line, and in the same direction anywhere, is an unjust discrimination. Competition at the more distant points can justify it only under exceptional circumstances, which should be affirmatively shown as controlling.

Judge Deady has illustrated in his discussion of the subject, and in the conclusions he has come to in regard to the operation of Mr Koehler's road under our new law, what might have been done by a competent railroad commission, if there had been one in this state. On a hearing before such a commission upon all the points embraced in this law rela ing to the operation of the railroad, we believe that substantially the same conclusions would be arrived at as are embodied in Judge Deady's instructions. It would have been made apparent, we believe, that the railroad ought not to charge more than the maximum rates which Judge Deady directs Mr Koehler not to exceed, and that the natural advantages of such places as Corvallis should not be destroyed by a rigid prohibition against discriminating rates. A railroad left to itself may do particular places much harm. The state should therefore exercise a supervision over its business to prevent wanton discrimination for or against persons or places. We believe, as we have repeatedly said, that this can be most wisely and beneficially done through a railroad commission like that in Massachusetts. There, if anybody has any ground of complaint against a railroad he carries it to this board, which is composed of three men of high character and standing. They hear both sides, decide whether there is any cause for action, and if they conclude that there is, recommend a change in policy by the road, with which the force of public opinion constrains the managers to comply. The main reliance against abuses and wrongs is the entire publicity of rates. It has been shown in Massachusetts and we believe that it would be true here if we had a similar law, that full knowledge and ample means for ascertaining and presenting the facts so directs the force of public opinion that it becomes for the interest of railroads to apply the recognized principles of justice and fairness in the transactions of their business.

## DEATH OF GENERAL McDOWELL.

Major General Irvin McDowell died at San Francisco, Monday night, after an illness of several weeks. General McDowell had been residing in that city since his retirement from active service in 1882. He was born in the little village of Franklinton, Ohio, October 15, 1818, and was educated for a soldier's life from the first, attending a military school in France before entering West Point, from which he graduated in 1838, at the age of 20 years. He joined the First artillery July 1, 1838, as a brevet second lieutenant, and six days later was promoted to the full rank. His first service was at West Point as assistant instructor of tactics. October 7, 1842, he was promoted to be first lieutenant. He remained at West Point until 1845, filling the position of adjutant at that time. In 1845 he accompanied General Wool as aid-de-camp to Mexico, and in the battle of Buena Vista won a brevet captaincy. He became assistant adjutant general with the rank of major March 3, 1849, and at the breaking out of the rebellion, May 14, 1861, he was given a brigadier generalship commission. Two weeks later he took command of the department of northeast Virginia, was commander at the first battle of Bull Run, and as soon as General McClellan was placed in command of the army of the Potomac General McDowell was given command of the division of the Rappahannock and [illegible] in August, 1862, he was placed in command of the department of the Rappahannock. He occupied Fredericksburg until General Burnside had fortified it down the Shenandoah valley, and was then recalled to take part in the first pursuit of Stonewall Jackson. In the following June he retired McDowell's command was associated with those of Generals Lemuel Banks and [illegible] Virginia, and was placed under the command of Major General Pope, to operate with and [illegible] the Third corps. He was engaged at Cedar Mountain, Rappahannock station and in the second battle of Bull Run. In 1864 he was in command of the department of California, and in 1865 was transferred to the department of the Pacific, and in July 1866 [illegible] command of the department of California, but was again transferred to the command of the division of the Pacific March 26, 1872, he was promoted to the rank of major general. He was once more assigned to the Pacific coast some years ago, and on October 15, 1882, was placed on the retired list, having arrived at the age of 64 years. General McDowell was a man of considerable military attainments. He received two brevets for meritorious services at Buena Vista and under Worth. His movements during the war of the rebellion were criticised, and he suffered in his reputation as a commander [illegible] what when compared with many others who managed to emerge during that struggle, he [illegible] on several [illegible] he showed capacity and judgment in his actions. He leaves an honorable though [illegible] name.

The obstructive canals in our navigation laws which it has been suggested that would be wise for the government to repeal in the event of war between Russia and England, are especially unreasonable. The most ridiculous of them are those which deny the protection of our flag to an American ship unless she is wholly owned by citizens of the United States, commanded by a citizen of the United States and officered by such citizens, which deny registration to an American ship if the owner of even a slight interest in her resides in a foreign country, unless he is an American consul or agent for an American house which deny registration to a vessel if any ownership in her is vested in a naturalized citizen who lives more than a year in the country of his birth or more than two years in any foreign country, except as consul or other public agent of our government, which require that a naturalized citizen shall forfeit the registry of any vessel in which he has the smallest interest if he lives out of the United States more than two years, which denationalize any American ship sold to foreigners, and forever deprive her of registration, even if she is bought by Americans, and absolutely forbids registration to a foreign-built vessel, even if she is owned wholly by Americans.

---

A Washington correspondent has this to say of President Cleveland and his surroundings:

In the United States this city one hears from the lips of democrats only sighs upon the President's reelection which is not [illegible] men as for the future of the country. In the White House [illegible] Mr Cleveland is said to be the sphinx. He is one who will hide his counsels for political favors. They tell him his course meets the approval of those who elected him and more. From his present position he can aim at the first opportunity. He is [illegible] surrounded by men who do not tell him the truth and [illegible] while the distress is growing, and the democratic breach is widening.

Is there no remedy for this unfortunate condition of affairs? Surely, there ought to be. Before the invention of newspapers the office of "court fool" was one of great importance. It was the duty of the "fool," who was not much of a fool, except in name, to blurt out the truth—no matter how unwelcome or unseasonable it might be—to the king, emperor or other chief magistrate of a nation, province or city, because the courtiers and seekers after political favors "dare not tell him the truth." Who dares revive the office? It seems that the president does not read the newspapers, which for more than a century have been telling the truth, the whole truth, and a great deal more, for the benefit of the rulers of mankind. By all means let the office of "court fool" be revived. Then the rascals who surround the president will no longer be able to deceive and mislead him.

---

Iowa prohibitionists recall with regret the days when Judge McFarland, a blunt old democrat used to talk to his juries in this fashion "Gentlemen, we have upon our statute book a law that is an outrage on human liberty, a disgrace to the intelligence of our people. Our liquor law proposes to make the people Methodists, Baptists or Presbyterians by force and dictate to them what they shall eat and drink, a matter that would not be tolerated in a most despotic government. But, gentlemen, it is the law of our state, and you and I are here to execute the laws, and we must do it or we perjure ourselves. There is only one way we can dodge it. I can resign and go down and practice law, and you can refuse to serve on the grand jury." They are in earnest in their efforts to enforce the laws, and yet they are not entirely oblivious of the "vested rights" of the saloon-keepers. They do not to help those who abandon their contest with the law to engage in other business. They think the money so expended is well invested. Here is a hint for reformers in other states.

---

Another awful disaster is reported from Brooklyn. A building in which twenty factories were operated, tumbled to the ground, carrying a hundred or more men and women, many of whom are either killed or wounded. This is simply another instance of bad building. No foundation, thin walls and mud mortar have again resulted in horrible disaster. The owners, architects and builders of the fallen structure should be prosecuted for murder.

---

The scraps of news relating to the European question which came yesterday indicate nothing in particular, but in the present situation no news is peace news. It should not be forgotten, however, that the prospect of peace is now no clearer than was the prospect of war a week ago. A situation which changes so easily may be changed again. It is significant that there has been no slackening of war preparations on either side.

---

Sioux City, Iowa, is the scene of a singular contest. Business men representing $10,000,000 worth of property united in signing a protest against the strict enforcement of the prohibitory law, whereupon 600 ladies, "representing 500 husbands and fathers, and nearly 1000 children," signed a protest against the toleration of saloons in the town.

---

At 11 o'clock last night a strong south wind was reported at Roseburg, and at Portland the wind was working round from the north toward the southwest. The barometer fell several points during yesterday afternoon. Indications are favorable for rain.

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It is reported that Judge Green of Washington territory, intends to resign. It is to be hoped that it is true. And it is further to be hoped that he will be succeeded by somebody who has no "mission" other than his own proper official duty.

---

Minneapolis must be very hard up indeed when it is seriously proposed in the city council to tax the newsboys.

---

### Far-sighted Statesmanship.

State Senator Cook [illegible] in the Little [illegible]

Sir, for whom are we legislating? For ourselves alone? Are we, heaven will never smile up in such selfish legislation. In a little while you, Mr. President, and my venerable friend, the father of this bill, whose snowy locks are even now being tossed by the breezes of another world, and I will have passed away, and quietly sleep beneath the sod. The winter snow will drape the mounds above us with a winding sheet, but the sting of its bitter cold will be all unheeded by us. The spring birds will sing then sweetest notes in the swinging branches above our graves, though their music will not be heard by us. But Arkansas—God bless her!—like a gentle mother, will fold us to her loving breast and drape our forms with flowing vines, sing soft lullabies to our [illegible] rest with the waves must of morning winds. After us will come another generation, who, as they [illegible] state starting shall [illegible] to shoulder with the state's [illegible] the task to lead posterity to [illegible] [illegible] Though we [illegible] dust, on the other hand if they and her dwarfs in manner and restrictive legislation, they will spit upon the grave of those whom they should honor. Let us remember that Arkansas is a growing state and legislate for her upon the plan that my honorable friend [illegible] [illegible] [illegible]

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The Oregonian.
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# The Oregonian.

WEDNESDAY MORNING, MAY 15


## COMMERCIAL.

The New York produce exchange was opened ... Saturday ... Quotations ... Oregon Produce ... potatoes ... Cider ... Cider Co ... had a keg of their ... The Bridge Steamer, on Tuesday ... carried ... bridge four, valued at $10 000 ... and 1015 ... valued at $15 000 ...

Oregon ... receipts ... to ... Puget ... Sound ... coastwise ... Foreign ... Eastward ... Portland ... Astoria ... Through freight ... wool 9168 lbs ... Hay ... Potatoes ... (35 lbs) ... Hides ... Sundries ... Domestic ... Wheat ... Flour ... Oats ... Barley ... Potatoes ... Wool ... Hides ... Sundries